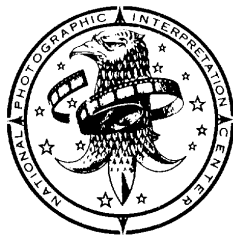


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Basic Imagery Interpretation Report



**NATIONAL
PHOTOGRAPHIC
INTERPRETATION
CENTER**

25X1

LUKHOVITSY AIRFRAME PLANT

25X1A

STRATEGIC WEAPONS INDUSTRIAL FACILITIES

USSR

NOVEMBER 1969

Declass Review by NIMA / DoD

COPY NO. 119

7 PAGES
GROUP 1: EXCLUDED FROM
AUTOMATIC DOWNGRADING
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INSTALLATION OR ACTIVITY NAME

Lukhovitsy Airframe Plant

COUNTRY

UR

25X1A

UTM COORDINATES

NA

GEOGRAPHIC COORDINATES

54-54-30N 039-02-25E

MAP REFERENCE

AMS. USATC, Series 200, Sheet 0166-6, scale 1:200,000

25X1D

NEGATION DATE (if required)

NA

ABSTRACT

Lukhovitsy Airframe Plant is currently undergoing a major construction program which will double the production space. When the current construction is complete, the plant will contain approximately 123,000 square meters (1,160,000 square feet) of floorspace

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This report provides a description of the plant including production activity and highlights of new plant construction; a line drawing of the plant area; and a table containing the function, dimensions, and construction chronology of all structures at the plant.

INTRODUCTION

Lukhovitsy Airframe Plant is located 70 nautical miles (nm) southeast of Moscow, near the Oka river (Figure 1). It is adjacent to Lukhovitsy Airfield which serves as its test and flyaway field. Lukhovitsy Airframe Plant and Lukhovitsy Airfield have been associated with Moscow Airframe Plant 30 in the production of aircraft since the early 1950s.¹ This association has consisted of using Lukhovitsy Airframe Plant and Lukhovitsy Airfield for final assembly and flight testing of aircraft manufactured at Moscow Airframe Plant 30; flight testing of aircraft at Plant 30 is limited because of its location near the center of Moscow.

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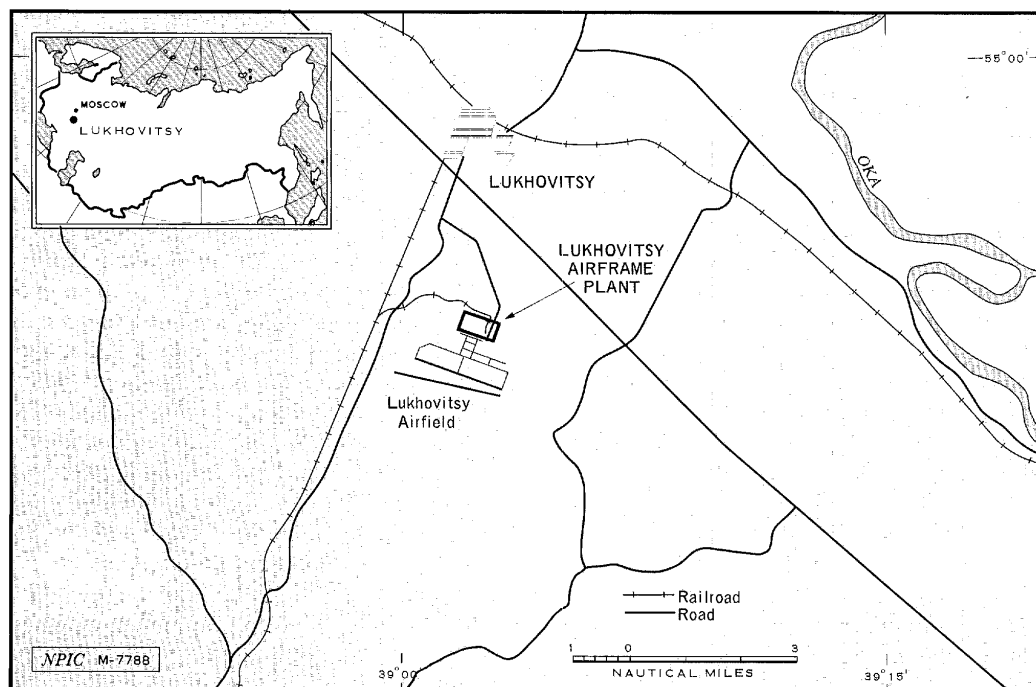


FIGURE 1. LOCATION MAP

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BASIC DESCRIPTION

Production Activity

Until [] the Lukhovitsy Airframe Plant was a relatively small installation containing only one large assembly building. During [] a building program was initiated which included the construction of two large assembly-type buildings, more than doubling the floorspace area. []

In the early 1950s, Plant 30 was manufacturing the IL-28 (BEAGLE), a light jet bomber.¹ Currently Plant 30 is producing MIG 21 (FISHBED), IL-18 (COOT), and MAY, an antisubmarine version of the COOT. []

A secondary role for the Lukhovitsy Airframe Plant probably involves airborne electronics. The identification of a FLAT JACK radar facility at Lukhovitsy is indicative of a test program involving airborne early warning systems. The FLAT JACK radome [] in diameter, is utilized in the airborne warning and control (AWAC) system with the MOSS aircraft. Additional electronic programs are also in progress, as evidenced by the observation of modified transport aircraft at the airfield. These transport aircraft, primarily CAMEL and COOKER, have had large elongated nose sections mounted on them. It is believed that these sections contain sensors, possibly radar, which are under development.

Physical Features

Including structures presently under construction, Lukhovitsy Airframe Plant comprises approximately 123,000 square meters (1,160,000 square feet) of floorspace. Facilities identified at Lukhovitsy include two assembly/checkout hangars, a large final assembly building with a contiguous subassembly section under construction, a powerplant, two shop buildings, four administration buildings, vehicle maintenance areas, POL storage areas, a small transshipment area and an electronics test facility (Figure 2). The electronics test facility consists of a test and control building with a FLAT JACK radome mounted atop the building and a tall test/checkout tower located east of the building.

A large crate assembly and transshipment area associated with the airframe plant is located approximately 2 nm northwest of the plant. The crating area, secured by a wall, contains carpenter and woodworking shops and storage buildings. The peak-roofed, boat-nosed crate utilized in the shipment of MIG-21 (FISHBED) fuselages is currently being manufactured in this area. The size of the crate is [] One end of the crate tapers to a point resembling the prow of a ship. The opposite end of the crate is square, and a [] protrusion appears midway between the top and bottom of the crate. These unique shipping crates have been observed at other installations in the Soviet Union. []

The primary landing strip at the adjacent Lukhovitsy Airfield is a west-northwest by east-southeast concrete runway [] A graded-earth runway [] is oriented in the same general direction as the concrete runway, although it is a few degrees different in azimuth. The airfield, which is equipped with GCA and HAY series radar system, can accommodate large

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Table 1. Function, Dimensions, and Construction Chronology of Structures at Lukhovitsy Airframe Plant, USSR (Item numbers keyed to Figure 3)

Item	Function	Item	Function
1	Storage bldg	24	Storage sheds (2)
2	Test shed	25	Storage bldg
3	Control bldg	26	Shop bldg
4	Pol storage area	27	Support bldg
5	Preh compressor bldg	28	Support bldg
6	Pumphouse	29	Support bldg
7	Final assembly/ subassembly bldg	30	Pumphouse
a	Final assembly hall	31	Storage bldg
b	Subassembly section	32	Pumphouse
c	High-bay section	33	Shop bldg
8	Bldg ucon	34	Support bldg
9	Shop bldg ucon	35	Assembly/checkout hangar
10	Storage bldg	36	Vehicle maintenance bldg
11	Storage bldg	37	Support bldg
12	Storage bldg	38	Support bldg
13	Storage bldg	39	Support bldg
14	Support bldg	40	Operations bldg
15	Storage bldg	41	Support bldg
16	Powerplant	42	Test & control bldg
17	Warehouse	43	Support bldg
18	Storage bldg	44	Support bldgs (2)
19	Admin bldg	45	Storage bldg
20	Support bldgs (2)	46	Assembly/checkout hangar
21	Admin bldg		
22	Admin bldg		
23	Admin bldg		

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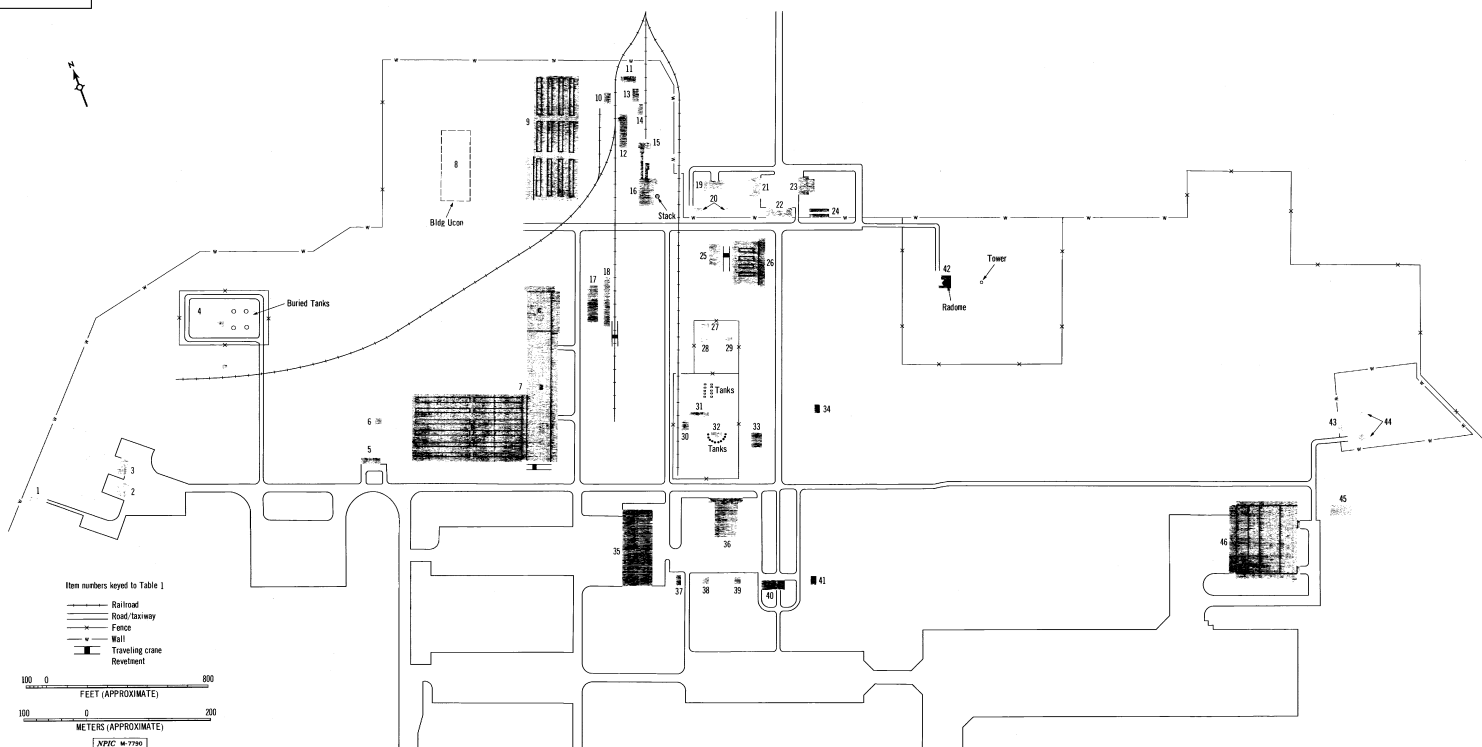


FIGURE 3. LUKHOVITSY AIRFRAME PLANT

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